

**BANKERS AND BROKERS.**

**N. W. HARRIS & CO.**

**BANKERS**

Pine Street, Cor. William  
Chicago NEW YORK Boston

Receive deposits subject to check and allow interest on balances. Act as fiscal agents for municipalities and corporations. Issue letters of credit and deal in bonds for investment.

LIST ON APPLICATION

**FISK & ROBINSON**

**BANKERS**

Government Bonds and other Investment Securities

MEMBERS NEW YORK STOCK EXCHANGE

65 CEDAR STREET NEW YORK 20 STATE STREET BOSTON

**N. W. HALSEY & CO.**

**BANKERS.**

BONDS FOR INVESTMENT. INTEREST ALLOWED ON DEPOSIT ACCOUNTS. FISCAL AGENTS FOR CITIES AND CORPORATIONS.

49 Wall St. NEW YORK. The Rookery, CHICAGO.

**Plympton, Gardiner & Co.**

27 William St., New York. 232 LaSalle St., Chicago.

Members New York Stock Exchange.

**INVESTMENT SECURITIES.** List sent on application.

**BERTON, STORRS & GRISCOM.**

**BANKERS.**

Land Title Building, 40 Wall Street, PHILADELPHIA. NEW YORK.

**INVESTMENT SECURITIES.**

**BONDS.**

Non-Taxable in Connecticut

PRICE AND PARTICULARS UPON APPLICATION

**Farson, Leach & Co.,**

38 N. SAU STREET, NEW YORK. CHICAGO, PHILADELPHIA, BOSTON.

**DIVIDENDS AND INTEREST.**

Virginia-Carolina Chemical Company, Richmond, Virginia, September 15th, 1904.

The Board of Directors have this day declared a dividend of TWO PER CENT on the outstanding Preferred stock of this Company, payable on or before the 15th day of September, 1904, to the stockholders of record at the close of business on September 10th, 1904.

The books for the payment of preferred stock will be closed at 4 o'clock, Friday, September 10th, 1904, at 12 o'clock noon, and will re-open on the 2nd of October, 1904, at 10 o'clock A. M.

W. S. TRAVERS, Treasurer.

**Twins City Rapid Transit, Inc.**

The directors of this Corporation have this day declared a quarterly dividend of one and three-quarters (1 3/4) per cent on the preferred stock of the Company, payable on or before the 15th day of September, 1904, to the stockholders of record at the close of business on September 10th, 1904.

The books for the payment of preferred stock will be closed at 4 o'clock, Friday, September 10th, 1904, at 12 o'clock noon, and will re-open on the 2nd of October, 1904, at 10 o'clock A. M.

C. G. GOODRICH, Secretary.

**UNITED FRUIT COMPANY.**

**DIVIDEND NO. 21.**

A dividend of two per cent on the capital stock of this Company has been declared, payable October 15, 1904, at the office of the Treasurer, 131 State Street, Boston, Mass., to stockholders of record at the close of business September 30, 1904.

CHARLES A. HUBBARD, Treasurer.

**SLOSS SHEFFIELD STEEL & IRON CO.**

The Board of Directors have this day declared a dividend of ONE PER CENT on the Preferred Stock of this Company, payable on or before the 15th day of September, 1904, to the stockholders of record at the close of business on September 10th, 1904.

The books for the payment of preferred stock will be closed at 4 o'clock, Friday, September 10th, 1904, at 12 o'clock noon, and will re-open on the 2nd of October, 1904, at 10 o'clock A. M.

W. S. TRAVERS, Treasurer.

**AMERICAN CEMENT COMPANY.**

A dividend of TWO AND ONE-HALF PER CENT on the Preferred Stock of this Company has been declared, payable on or before the 15th day of September, 1904, to the stockholders of record at the close of business on September 10th, 1904.

The books for the payment of preferred stock will be closed at 4 o'clock, Friday, September 10th, 1904, at 12 o'clock noon, and will re-open on the 2nd of October, 1904, at 10 o'clock A. M.

W. S. TRAVERS, Treasurer.

**AMERICAN BEST SUGAR COMPANY.**

The Board of Directors have this day declared a dividend of ONE PER CENT on the Preferred Stock of this Company, payable on or before the 15th day of September, 1904, to the stockholders of record at the close of business on September 10th, 1904.

The books for the payment of preferred stock will be closed at 4 o'clock, Friday, September 10th, 1904, at 12 o'clock noon, and will re-open on the 2nd of October, 1904, at 10 o'clock A. M.

W. S. TRAVERS, Treasurer.

**NEW YORK & HARTFORD RAILROAD COMPANY.**

The Board of Directors have this day declared a dividend of TWO PER CENT on the Preferred Stock of this Company, payable on or before the 15th day of September, 1904, to the stockholders of record at the close of business on September 10th, 1904.

The books for the payment of preferred stock will be closed at 4 o'clock, Friday, September 10th, 1904, at 12 o'clock noon, and will re-open on the 2nd of October, 1904, at 10 o'clock A. M.

W. S. TRAVERS, Treasurer.

**CHESAPEAKE AND OHIO RAILWAY COMPANY.**

The Board of Directors have this day declared a dividend of ONE PER CENT on the Preferred Stock of this Company, payable on or before the 15th day of September, 1904, to the stockholders of record at the close of business on September 10th, 1904.

The books for the payment of preferred stock will be closed at 4 o'clock, Friday, September 10th, 1904, at 12 o'clock noon, and will re-open on the 2nd of October, 1904, at 10 o'clock A. M.

W. S. TRAVERS, Treasurer.

**FINANCIAL AND COMMERCIAL.**

**TUESDAY, Sept. 13.**

The general impression in Wall Street at the close of the stock market yesterday afternoon was that, after the sharp and sudden decline in prices that had been experienced, a rally in the market rather than a further fall would be more likely to follow immediately. The reasonable grounds for this opinion were that popular sentiment was still optimistic regarding the market's future, and that the majority of operators would probably be buyers rather than sellers at a decline in values. The experience of to-day, however, demonstrated that the force of the liquidating tendency noted yesterday had not yet been dissipated. Pressure to sell nearly all the leading stocks was in evidence, and continued, although irregularly, throughout the session of the Stock Exchange. It was more or less countenanced, first, by large covering purchases for the short account, and second, by vigorous upward movements in one or two stocks, particularly the Pennsylvania shares, so that at the close, while net declines in prices were the rule, they were, in all save a few instances, small. Many critics maintained that the looked for rally would have indeed occurred had it not been for the incident of a frost scare in the corn and wheat belts more serious than any that had yet appeared. A cold rain had spread over the agricultural section in the extreme Northwest, and behind it was an area of clearing and much colder weather which menaced with frosts the crops as far south as Kansas, although in the territory last named the frosts, it was said, would be light. To all this the Government Weather Bureau lent its authority, and, coming as it did upon the unfavorable news concerning the harvests of the last few days, it caused sensational advances in the price of wheat and corn, and also, doubtless, no little selling of the granger railroad shares by Western speculators. The Government's weekly crop report, which appeared in the afternoon, was not as corroborative as it was expected to be of the recent reported damage to the crops, especially cotton; but the chief effect of this publication seemed to be exercised on the Cotton Exchange, where it brought about a fall in the price of the staple there dealt in. Discussion was more profuse as to what the probable course of the market would have been if the concentrated buying of Pennsylvania stock which made itself felt in the last half hour of business had not been a factor. The market seems in many ways to be one which, while still governed by impulses making for a rise in prices, has reached the stage where a good deal of discrimination is being exercised as to the stocks that are bought and a good deal of profit taking indulged in among stocks that have been purchased previously. There is not the slightest reason for believing that the Pennsylvania and Southern Railway shares, upon which the upward force of the market has in this week converged, are in any way the subject of "deals." The argument is being urged in the case of the one stock that with money as cheap as it now is the shares of a railroad company whose ability to distribute dividends of 6 per cent per annum upon its stock is no longer in question at a cheap at 120; and in the case of Southern Railway, the benefits that must accrue to the company from the large and high priced cotton crop are brought forward, while it is recalled that the common shares of the company are now selling below the parity with the preferred shares which was set up some years ago.

There was no further light thrown upon the current and diverse movements of the Metropolitan Securities and Metropolitan Street Railway shares, and movements of these two stocks seem no longer to exert any pronounced influence upon the general market. For the first time in many months the time money market perceptibly strengthened. Due account was taken of the fact that the banks have lost thus far during the week to the Sub-Treasury nearly \$4,000,000, and that to to-morrow's transfer of the loan to the interior for crop moving purposes would be added a shipment of \$500,000 to South America.

**New York Stock Exchange Sales Sept. 13.**

**CLOSING PRICES OF UNITED STATES BONDS.**

Bond	High	Low	Close
U. S. 4's 1907	104 1/4	104 1/8	104 1/8
U. S. 4's 1910	104 1/4	104 1/8	104 1/8
U. S. 4's 1913	104 1/4	104 1/8	104 1/8
U. S. 4's 1916	104 1/4	104 1/8	104 1/8
U. S. 4's 1919	104 1/4	104 1/8	104 1/8
U. S. 4's 1922	104 1/4	104 1/8	104 1/8
U. S. 4's 1925	104 1/4	104 1/8	104 1/8
U. S. 4's 1928	104 1/4	104 1/8	104 1/8
U. S. 4's 1931	104 1/4	104 1/8	104 1/8
U. S. 4's 1934	104 1/4	104 1/8	104 1/8
U. S. 4's 1937	104 1/4	104 1/8	104 1/8
U. S. 4's 1940	104 1/4	104 1/8	104 1/8
U. S. 4's 1943	104 1/4	104 1/8	104 1/8
U. S. 4's 1946	104 1/4	104 1/8	104 1/8
U. S. 4's 1949	104 1/4	104 1/8	104 1/8
U. S. 4's 1952	104 1/4	104 1/8	104 1/8
U. S. 4's 1955	104 1/4	104 1/8	104 1/8
U. S. 4's 1958	104 1/4	104 1/8	104 1/8
U. S. 4's 1961	104 1/4	104 1/8	104 1/8
U. S. 4's 1964	104 1/4	104 1/8	104 1/8
U. S. 4's 1967	104 1/4	104 1/8	104 1/8
U. S. 4's 1970	104 1/4	104 1/8	104 1/8
U. S. 4's 1973	104 1/4	104 1/8	104 1/8
U. S. 4's 1976	104 1/4	104 1/8	104 1/8
U. S. 4's 1979	104 1/4	104 1/8	104 1/8
U. S. 4's 1982	104 1/4	104 1/8	104 1/8
U. S. 4's 1985	104 1/4	104 1/8	104 1/8
U. S. 4's 1988	104 1/4	104 1/8	104 1/8
U. S. 4's 1991	104 1/4	104 1/8	104 1/8
U. S. 4's 1994	104 1/4	104 1/8	104 1/8
U. S. 4's 1997	104 1/4	104 1/8	104 1/8
U. S. 4's 2000	104 1/4	104 1/8	104 1/8
U. S. 4's 2003	104 1/4	104 1/8	104 1/8
U. S. 4's 2006	104 1/4	104 1/8	104 1/8
U. S. 4's 2009	104 1/4	104 1/8	104 1/8
U. S. 4's 2012	104 1/4	104 1/8	104 1/8
U. S. 4's 2015	104 1/4	104 1/8	104 1/8
U. S. 4's 2018	104 1/4	104 1/8	104 1/8
U. S. 4's 2021	104 1/4	104 1/8	104 1/8
U. S. 4's 2024	104 1/4	104 1/8	104 1/8
U. S. 4's 2027	104 1/4	104 1/8	104 1/8
U. S. 4's 2030	104 1/4	104 1/8	104 1/8
U. S. 4's 2033	104 1/4	104 1/8	104 1/8
U. S. 4's 2036	104 1/4	104 1/8	104 1/8
U. S. 4's 2039	104 1/4	104 1/8	104 1/8
U. S. 4's 2042	104 1/4	104 1/8	104 1/8
U. S. 4's 2045	104 1/4	104 1/8	104 1/8
U. S. 4's 2048	104 1/4	104 1/8	104 1/8
U. S. 4's 2051	104 1/4	104 1/8	104 1/8
U. S. 4's 2054	104 1/4	104 1/8	104 1/8
U. S. 4's 2057	104 1/4	104 1/8	104 1/8
U. S. 4's 2060	104 1/4	104 1/8	104 1/8
U. S. 4's 2063	104 1/4	104 1/8	104 1/8
U. S. 4's 2066	104 1/4	104 1/8	104 1/8
U. S. 4's 2069	104 1/4	104 1/8	104 1/8
U. S. 4's 2072	104 1/4	104 1/8	104 1/8
U. S. 4's 2075	104 1/4	104 1/8	104 1/8
U. S. 4's 2078	104 1/4	104 1/8	104 1/8
U. S. 4's 2081	104 1/4	104 1/8	104 1/8
U. S. 4's 2084	104 1/4	104 1/8	104 1/8
U. S. 4's 2087	104 1/4	104 1/8	104 1/8
U. S. 4's 2090	104 1/4	104 1/8	104 1/8
U. S. 4's 2093	104 1/4	104 1/8	104 1/8
U. S. 4's 2096	104 1/4	104 1/8	104 1/8
U. S. 4's 2099	104 1/4	104 1/8	104 1/8
U. S. 4's 2102	104 1/4	104 1/8	104 1/8
U. S. 4's 2105	104 1/4	104 1/8	104 1/8
U. S. 4's 2108	104 1/4	104 1/8	104 1/8
U. S. 4's 2111	104 1/4	104 1/8	104 1/8
U. S. 4's 2114	104 1/4	104 1/8	104 1/8
U. S. 4's 2117	104 1/4	104 1/8	104 1/8
U. S. 4's 2120	104 1/4	104 1/8	104 1/8
U. S. 4's 2123	104 1/4	104 1/8	104 1/8
U. S. 4's 2126	104 1/4	104 1/8	104 1/8
U. S. 4's 2129	104 1/4	104 1/8	104 1/8
U. S. 4's 2132	104 1/4	104 1/8	104 1/8
U. S. 4's 2135	104 1/4	104 1/8	104 1/8
U. S. 4's 2138	104 1/4	104 1/8	104 1/8
U. S. 4's 2141	104 1/4	104 1/8	104 1/8
U. S. 4's 2144	104 1/4	104 1/8	104 1/8
U. S. 4's 2147	104 1/4	104 1/8	104 1/8
U. S. 4's 2150	104 1/4	104 1/8	104 1/8
U. S. 4's 2153	104 1/4	104 1/8	104 1/8
U. S. 4's 2156	104 1/4	104 1/8	104 1/8
U. S. 4's 2159	104 1/4	104 1/8	104 1/8
U. S. 4's 2162	104 1/4	104 1/8	104 1/8
U. S. 4's 2165	104 1/4	104 1/8	104 1/8
U. S. 4's 2168	104 1/4	104 1/8	104 1/8
U. S. 4's 2171	104 1/4	104 1/8	104 1/8
U. S. 4's 2174	104 1/4	104 1/8	104 1/8
U. S. 4's 2177	104 1/4	104 1/8	104 1/8
U. S. 4's 2180	104 1/4	104 1/8	104 1/8
U. S. 4's 2183	104 1/4	104 1/8	104 1/8
U. S. 4's 2186	104 1/4	104 1/8	104 1/8
U. S. 4's 2189	104 1/4	104 1/8	104 1/8
U. S. 4's 2192	104 1/4	104 1/8	104 1/8
U. S. 4's 2195	104 1/4	104 1/8	104 1/8
U. S. 4's 2198	104 1/4	104 1/8	104 1/8
U. S. 4's 2201	104 1/4	104 1/8	104 1/8
U. S. 4's 2204	104 1/4	104 1/8	104 1/8
U. S. 4's 2207	104 1/4	104 1/8	104 1/8
U. S. 4's 2210	104 1/4	104 1/8	104 1/8
U. S. 4's 2213	104 1/4	104 1/8	104 1/8
U. S. 4's 2216	104 1/4	104 1/8	104 1/8
U. S. 4's 2219	104 1/4	104 1/8	104 1/8
U. S. 4's 2222	104 1/4	104 1/8	104 1/8
U. S. 4's 2225	104 1/4	104 1/8	104 1/8
U. S. 4's 2228	104 1/4	104 1/8	104 1/8
U. S. 4's 2231	104 1/4	104 1/8	104 1/8
U. S. 4's 2234	104 1/4	104 1/8	104 1/8
U. S. 4's 2237	104 1/4	104 1/8	104 1/8
U. S. 4's 2240	104 1/4	104 1/8	104 1/8
U. S. 4's 2243	104 1/4	104 1/8	104 1/8
U. S. 4's 2246	104 1/4	104 1/8	104 1/8
U. S. 4's 2249	104 1/4	104 1/8	104 1/8
U. S. 4's 2252	104 1/4	104 1/8	104 1/8
U. S. 4's 2255	104 1/4	104 1/8	104 1/8
U. S. 4's 2258	104 1/4	104 1/8	104 1/8
U. S. 4's 2261	104 1/4	104 1/8	104 1/8
U. S. 4's 2264	104 1/4	104 1/8	104 1/8
U. S. 4's 2267	104 1/4	104 1/8	104 1/8
U. S. 4's 2270	104 1/4	104 1/8	104 1/8
U. S. 4's 2273	104 1/4	104 1/8	104 1/8
U. S. 4's 2276	104 1/4	104 1/8	104 1/8
U. S. 4's 2279	104 1/4	104 1/8	104 1/8
U. S. 4's 2282	104 1/4	104 1/8	104 1/8
U. S. 4's 2285	104 1/4	104 1/8	104 1/8
U. S. 4's 2288	104 1/4	104 1/8	104 1/8
U. S. 4's 2291	104 1/4	104 1/8	104 1/8
U. S. 4's 2294	104 1/4	104 1/8	104 1/8
U. S. 4's 2297	104 1/4	104 1/8	104 1/8
U. S. 4's 2300	104 1/4	104 1/8	104 1/8
U. S. 4's 2303	104 1/4	104 1/8	104 1/8
U. S. 4's 2306	104 1/4	104 1/8	104 1/8
U. S. 4's 2309	104 1/4	104 1/8	104 1/8
U. S. 4's 2312	104 1/4	104 1/8	104 1/8
U. S. 4's 2315	104 1/4	104 1/8	104 1/8
U. S. 4's 2318	104 1/4	104 1/8	104 1/8
U. S. 4's 2321	104 1/4	104 1/8	104 1/8
U. S. 4's 2324	104 1/4	104 1/8	104 1/8
U. S. 4's 2327	104 1/4	104 1/8	104 1/8
U. S. 4's 2330	104 1/4	104 1/8	104 1/8
U. S. 4's 2333	104 1/4	104 1/8	104 1/8
U. S. 4's 2336	104 1/4	104 1/8	104 1/8
U. S. 4's 2339	104 1/4	104 1/8	104 1/8
U. S. 4's 2342	104 1/4</		